REMARKS

Claims 45-58 are pending in this application. By this Amendment, Claims 45-58 are added, and Claims 25, 27, 30-36 and 38-44 are canceled without prejudice or disclaimer of the subject matter contained therein. Favorable reconsideration is respectfully requested in light of the following Remarks.

The Office action rejects Claims 25, 27, 30, 32-34, 36 and 38-43 under 35 USC §102(b) over Hrovat et al. (U.S. 5,696,681, hereinafter, "Hrovat"), Claims 25, 27, 30, 32-36 and 38-44 were rejected under 35 USC §103(a) as being unpatentable over Liu et al. (U.S. 5,760,682, hereinafter, "Liu") in view of Hrovat, and Claims 25, 27, 30, 31, and 36-38 were rejected under 35 USC §103(a) as being unpatentable over Yamamoto (U.S. Patent No. U.S. 5,546,308, hereinafter, "Yamamoto") in view of Hrovat. The rejections are respectfully traversed.

By this Amendment, Claims 25, 27, 30-3 and 38-44 have been canceled, thereby rendering the rejection moot. Withdrawal of the rejections is respectfully requested.

New independent Claim 45 specifies, *inter alia*, a method for controlling the driving dynamics of a vehicle comprising the steps of: accepting at least one input signal, modifying said at least one input signal based on one or more driving dynamics variables of the vehicle determining an existence of a loss of tire pressure in a wheel based on said one or more driving dynamics variables. None of the references of record teach or suggest ". . . modifying said at least one input signal. . ." and then ". . . determining an existence of a loss of tire pressure based on one or more modified input signals."

New independent Claim 52 specifies, *inter alia*, a device for controlling the driving dynamics of a vehicle wherein "said modification device creates a modified input signal. . ."

It is respectfully submitted that none of the cited references disclose, teach, or suggest at least the feature of a modification device or the step of modifying at least one input signal based on one or more driving dynamics variables, as recited respectively in Claims 45 and 52.

Hrovat is directed to a controller that applies a braking force to selected wheels when sudden tire rupture is detected. In the method, a tire rupture flag is set from a value of '0' to a value of '1.' *See col. 3, lines 1-15*. In Hrovat, various input signals 102-116 are fed

directly to I/O ports 140 without creating the claimed "modified input signal." Therefore, Hrovat does not disclose, teach or suggest at least the feature of a modification device or the step of modifying at least one input signal used in determining a loss of tire pressure, as recited in Claims 45 and 52.

Further, there is no mention in Liu or Yamamoto of at least this feature. Thus, Liu or Yamamoto add nothing to overcome this shortcoming in Hrovat.

In view of the foregoing, Applicant respectfully submits that the application is in condition for allowance. Favorable consideration and prompt allowance of the application is earnestly solicited.

Should Examiner Broadhead believe anything further would be desirable in order to place the application in better condition for allowance, the Examiner is invited to contact the undersigned attorney at the telephone number listed below.

It is believed that any additional fees due with respect to this paper have already been identified. However, if any additional fees are required in connection with the filing of this paper, permission is given to charge account number 50-3145 in the name of Honigman Miller Schwartz and Cohn LLP.

<div align="right">Respectfully submitted,</div>

Dated: 02/09/2005
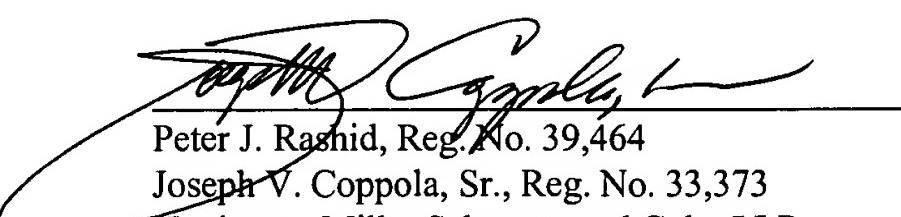
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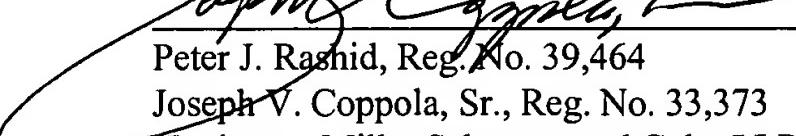
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